

Issues Report 2001

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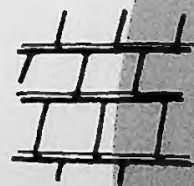
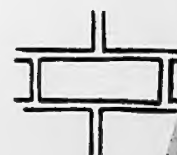
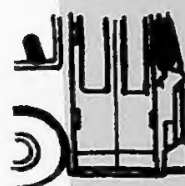
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Chinese

若閣下關心租值及樓房價格、就業和劍橋四週的交通困難等等問題，並想找尋資料，看看如何可以改善未來的情況，或有任何好主意要與我們分享，請電 01223 508758，CINTRA 傳譯社的錄音電話，留下口訊。

Russian

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Vietnamese

Quý vị muốn hiểu giá cả nhà cửa, kiếm một việc làm, và sự xê dịch khó khăn xung quanh Cambridge không? Muốn biết thêm chi tiết để làm cách nào tốt hơn trong tương lai, và chia sẻ ý kiến của quý vị với chúng tôi, xin liên lạc: CINTRA điện thoại số 01223 508 578 hoặc để lại lời nhắn bằng tiếng Việt.

Gujarati

ઘરનિવાસ અંગેના ખર્ચમાં, નોકરી મેળવવામાં તથા કોઈપણ વિસ્તારમાં મુસાફરી કરવામાં ભોગવવા પડતી હાડમારીની બાબતોમાં આપને રસ છે? ભાવિ પરિસ્થિતિઓમાં અધિક સુધારો કરવા વિષેનાં તમારાં મંતવ્યોમાં અમને ભાગીદાર બનાવવા, વધુ માહિતી માટે નીચે જણાવેલા ફોન પર આપનો સંદેશો ગુજરાતી ભાષામાં નોંધાવી સિન્ટ્રા (CINTRA) નો સંપર્ક સાધો - ટેલિફોન નંબર : 01223 408765.

Urdu

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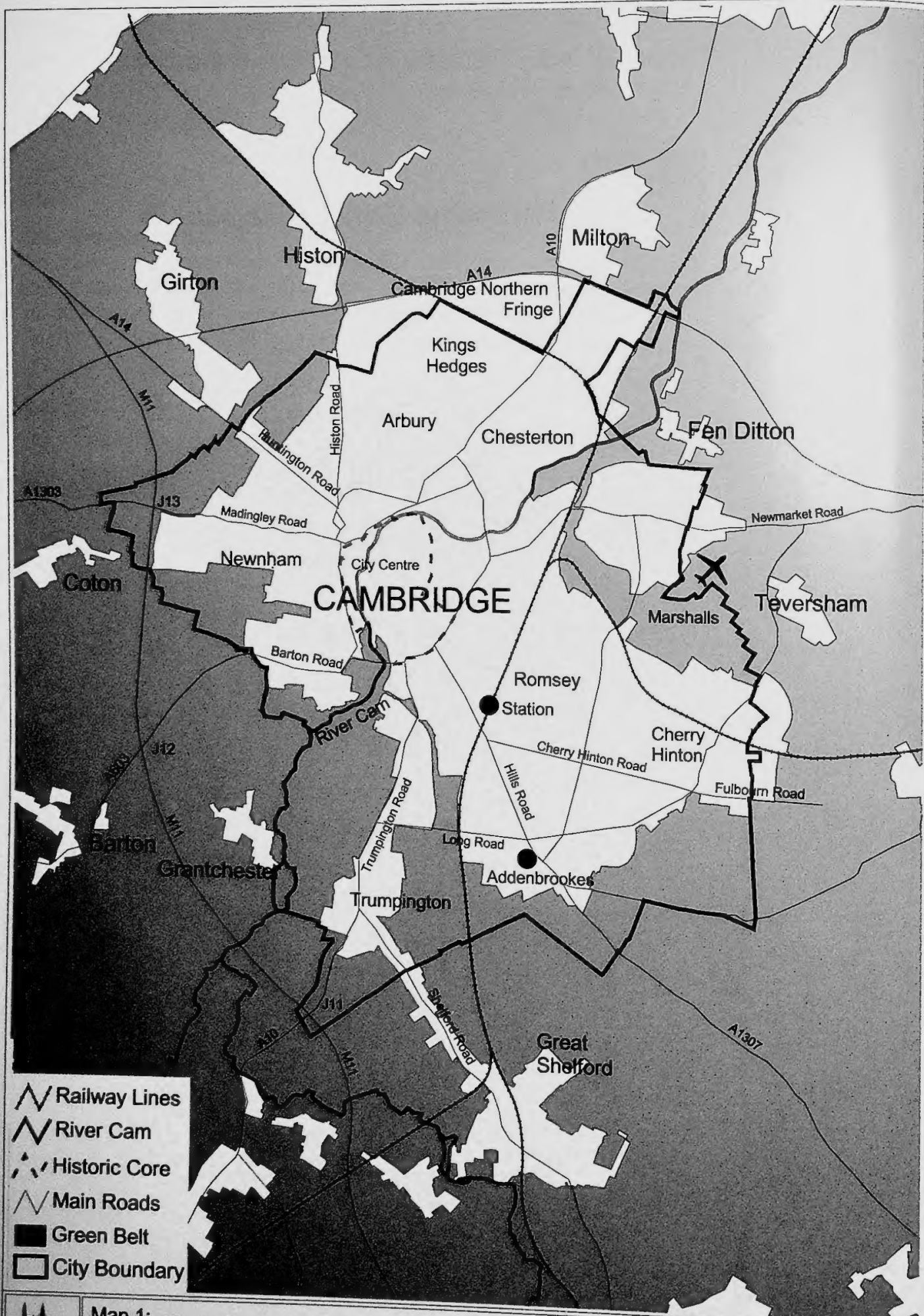
Bengali / Sylheti

কেমব্রিজের আশেপাশে বাসস্থানের খরচের ব্যাপারে, কাজ পাওয়ার ব্যাপারে এবং যাতায়াতের অসুবিধার ব্যাপারে আপনি জানতে চান কি? ভবিষ্যতে বিভিন্ন ব্যবস্থা আরও ভাল করার ব্যাপারে খবরাখবরের জন্য এবং আপনার মতামত জানানোর জন্য আমাদের সাথে যোগাযোগ করুন। বাংলায় অথবা সিলেটি ভাষায় আপনার মেসেজ রাখার জন্য সিন্ট্রাকে ০১২২৩ ৫০৮৭৫৭ নম্বরে টেলিফোন করুন।



Introduction - Chapter 1





Map 1:

Area Covered by the Cambridge Local Plan

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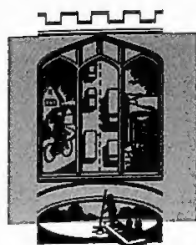
Date: 03/05/01

Drawn By: James Wilson

Section / Department:
Policy & Projects, Environment & Planning

Scale: 1:60,000





Introduction - Chapter 1

Introduction

1.01

Cambridge City Council is starting to review its Local Plan. The plan sets out a strategy for the development and use of land in Cambridge and so enables the City Council to control development in the public interest. The new Local Plan will affect everyone who lives or works in or visits Cambridge.

All district councils are required to have a Local Plan and keep it under review. Our existing plan was adopted in 1996 and will remain in place until the new plan is adopted, probably in 2005. The new plan will guide development in Cambridge to 2011 and beyond.

This Issues Report is the first stage in the review. The different stages are set out in Figure 1, together with our best estimate of when they will take place.



How you can contribute

1.02

Cambridge City Council wants to hear what you think about some key issues that will affect the future of Cambridge. The results of the consultation will influence what policies and site development proposals are included in the next Local Plan.

Figure 1 Local Plan Review - Main Stages and Timetable

1.03

Issues Consultation	June 2001
Report of consultations	
Initial Deposit Draft Local Plan	April - June 2002
Draft plan	
Undertake public consultations (initial deposit)	
Appraise objections	
Report of consultations	
Undertake negotiations	
Revised Deposit Draft Local Plan	April - June 2003
Draft plan	
Undertake public consultations (revised deposit)	
Appraise objections	
Further changes to plan	
Prepare for Public Local Inquiry	
Public Local Inquiry into Local Plan	Oct 2003 - July 2004
Hold Public Local Inquiry	
Inspectors report	
Adoption of Plan	2005
Consider Inspectors report	
Adoption of Plan	

What is a Local Plan?

04

The Cambridge Local Plan sets out detailed policies and proposals for the development and use of land in Cambridge. Its strategy and content is constrained by the Cambridgeshire Structure Plan¹ produced by Cambridgeshire County Council which sets out a broad strategy for the County, and by Regional Planning Guidance for East Anglia, issued by the Government².

Local Plans are good at allocating land for particular types of development and protecting land from development. Policies and proposals in the existing Local Plan have successfully facilitated the growth of Cambridge University and the research and development sector of the economy, pushed new job creation to the edge of the city, restricted the growth of general offices, prevented the development of open spaces and the Green Belt and helped to ensure a better standard of design. It has had less success in ensuring the provision of houses at prices that people can afford, and in restraining commuting by car. To some extent its successes and failures are linked and so the Local Plan review must be comprehensive in its approach to planning for the future of the city.

The Cambridge Local Plan covers the area outlined on Map 1.

¹ The Structure Plan is itself under review, and public consultation on the key planning issues for Cambridgeshire took place in February and March 2001.

² Regional Planning Guidance for East Anglia to 2016 was issued by Government last year.

How to use this booklet

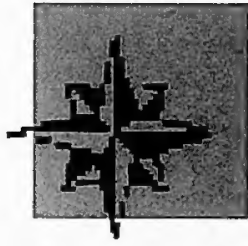
05

This booklet sets out some background information, which may help you to think about the kinds of issues that ought to be addressed in the new Local Plan. Please use the loose leaf comments form to make your comments and then return it to us in the freepost envelope.

The key issues on which we want your views are set out in a series of short sections, which start with some background facts and opinions and which identify the main challenges facing the Local Plan. The topics covered are set out on the contents page. Most of the opinions are drawn from the findings of a questionnaire survey of Cambridge Citizens carried out earlier this year. You may have different opinions that we want to know about.

Feel free to answer as few or as many of the questions as you want and if you want to send us your views and ideas about the future of Cambridge without being restricted by them please do so.





Vision - What Kind of City Chapter 2



Vision - What Kind of City? - Chapter 2

The biggest challenge for the Local Plan is to help shape Cambridge into the kind of place you want it to be. What will make it a place that offers a good sustainable quality of life for you, your children and your grandchildren?

Regional Planning Guidance

2.01

The Regional Planning Guidance for East Anglia says that the vision and planning framework for the Cambridge area should:

- 1 foster development as a world leader in research and technology based industries and in the fields of higher education and research;
- 2 protect and enhance the historic character and setting of Cambridge and the important environmental qualities of the surrounding area;
- 3 provide a more sustainable balance between jobs and housing, including accommodating a higher proportion of the region's housing development;
- 4 promote more concentrated development and more sustainable travel patterns;
- 5 encourage development of the highest quality; and
- 6 provide a high quality of life and seek to avoid social exclusion, including providing affordable housing.

The County Council is taking these points into account in reviewing the Cambridgeshire Structure Plan.

The current Local Plan

2.02

The strategy of the existing Cambridge Local Plan (1996) is based around a six fold vision of Cambridge as:

- 1 a green and civilised historic city offering a high quality environment;
- 2 a city offering a full range of opportunities for all;
- 3 a city where economic development is sustainable in terms of its environmental, social and transport impacts;
- 4 a city with both national and sub-regional roles;
- 5 a city of distinctive residential communities; and
- 6 a city which provides people with good accessibility.



King's College Chapel

What kind of place in future?

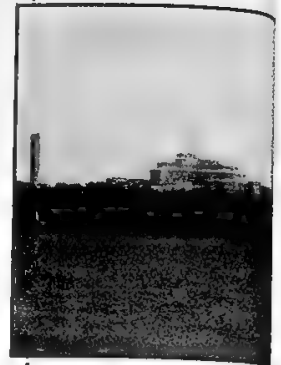
Over the period to 2016 and beyond change and development are inevitable and necessary. There are three big areas of pressure for development that will affect the kind of place Cambridge will be in the future and which the Local Plan will have to address.

- 1 The scope for the creation of a major urban extension to Cambridge into what is currently Green Belt as a partial alternative to development in a number of places on the edge of the built up area.
- 2 Cambridge University wants Green Belt land between Madingley Road, Huntingdon Road and the M11, to create a reserve of land for university related development, research, and housing.
- 3 Addenbrooke's NHS Trust wants to use Green Belt land to allow it to add extra hospital capacity, boost its research and development and teaching role and allow for the development of a related bio-medical science park.

The challenges and opportunities Cambridge faces will have to be dealt with using the principles of sustainable development. The existing Local Plan strategy has served the city well, but may now have to change and we need your views on what the new strategy should include. Later in this booklet we ask how matters like housing, shopping and transport should be tackled because they will affect the quality of life Cambridge offers.

What will your ideal Cambridge be like in 15 years time? Here are some key issues on which we want your views.

- ST1. What sort of place do you want Cambridge to be? What do you think are the key objectives for the next Local Plan?**
-
- ST2. Does the overall vision of the existing Local Plan strategy remain valid? What changes need to be made to update it?**



Addenbrookes Hospital



Sustainability and Quality of Life

Chapter 3





Sustainability and Quality of Life - Chapter 3

Facts

01

- 1 Between 1991 and 1997 total employment in Cambridge grew from 72,590 to 82,710 jobs, an increase of 13.9%.
- 2 In January 2001 the rate of unemployment in Cambridge was 3.2%. There were 1,400 unfit dwellings in Cambridge in April 2000. There were 4,458 households in housing need in April 2000.
- 3 There were 15,705 recorded crimes in Cambridge in the year 2000/2001, a rate of 142 crimes per 1,000 population.
- 4 Air quality in Cambridge is at or better than the standard set for key pollutants.
- 5 The biological quality of the River Cam is fairly good.
- 6 Traffic growth on the radial roads into Cambridge grew by 8% between 1989 and 1999 but was fairly constant over the years 1995-1999.
- 7 11.19% of domestic waste is currently recycled against a national target of 30% to be recycled and composted by 2010.

³ Cambridge City Council Citizens Panel Survey 2001 - 'The Development of Cambridge as a City'. A questionnaire survey of 1,008 Cambridge residents forming a valid cross section of the population by gender, age, ethnicity, economic status, socio-economic class, disability and childcare responsibility characteristics. There were 502 completed questionnaires. The study is available for inspection and purchase.

Opinions From the Citizens Panel Survey

- 1 For Citizens Panel Survey³ respondents the main quality of life problems in Cambridge are to do with:
- 2 traffic congestion (85%)
- 3 the cost of housing (53%)
- 4 parking (47%)
- 5 public transport (44%).

What do you think?

What is sustainable development?

02

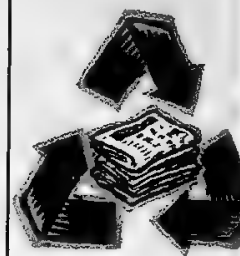
There are many definitions of what sustainability means. The Government has set four sustainability objectives:

- 1 Maintaining high and stable levels of economic growth and employment.
- 2 Social progress which recognises the needs of everyone.
- 3 Effective protection of the environment, e.g. air quality.
- 4 Prudent use of natural resources, e.g. water.



The City Council has already approved a strategy for sustainability that guides its policies and actions. The strategy provides a starting point for the Local Plan. As far as the Plan is concerned sustainability is about trying to ensure that new development in Cambridge does not stop current and future generations from enjoying a good quality of life. Some possible sustainability principles for the Plan include:

- 1 making the most use of previously developed land;
- 2 maximising the benefit of development to the environment;
- 3 ensuring new development is efficient in its use of energy and water;
- 4 maximising the opportunity to travel by foot, cycle and public transport;
- 5 maximising the supply of new housing to meet housing needs;
- 6 meeting the needs of Cambridge people for quality health, education and other services, and
- 7 ensuring a range of employment opportunities whilst encouraging the growth of the research and development business.



Will the plan measure up?

3.03

City Council will have to see whether the Plan is contributing to sustainability. One way of doing this is to use indicators showing changes in social, economic and environmental factors - things affecting quality of life - that the Local Plan can influence. Here are some possible sustainability indicators.

- 1 Changes in the amount of previously developed land and greenfield land that is built on.
- 2 Changes in air and water quality.
- 3 Changes in biodiversity.
- 4 Changes in energy efficiency of houses.
- 5 Changes in the amount of waste generated and in the percentage recycled and reused.
- 6 Changes in the volume of car traffic and of the modal split of all traffic.
- 7 Changes in the number of households in housing need.
- 8 Rate of long term unemployment.
- 9 Proportion of population economically active.
- 10 Growth of the research and development business sector.
- 11 Changes in the percentage of the resident population who work in Cambridge and outside it.

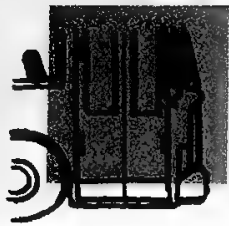
Here are some key issues on which we want your views.

SU1. How could the Local Plan have the biggest positive impact on the quality of life of current and future generations?

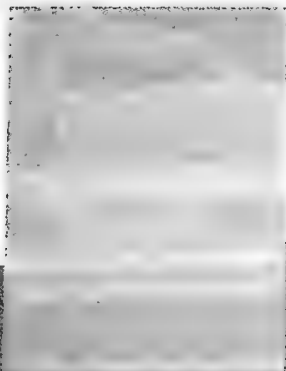
SU2. Would the sustainability principles listed above help ensure that future development is sustainable? Which are most important?

SU3. Would monitoring of the sustainability indicators listed above, give enough information on whether the Local Plan is helping to make development more sustainable?

The answers to these questions will help to shape what kind of place Cambridge is in the future.



Transport - Chapter 4

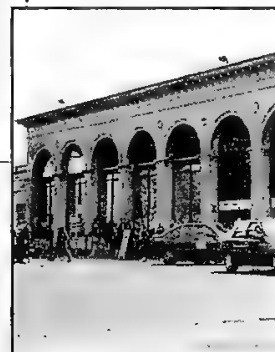


Transport - Chapter 4

Facts

.01

- 1 Since 1989, traffic in Cambridgeshire has grown by 27%, compared with a national increase of 15%.
- 2 About 163,000 motor vehicles enter and leave Cambridge over a 12 hour period each day.
- 3 51% of journeys across the River Cam bridges are by car, 17% by walking, 13% by cycle and 9% by bus.
- 4 There are around 40,000 private non residential parking spaces in Cambridge. 800,000 people used the Cambridge Park and Ride sites in 2000, an 18% increase since 1998.



Cambridge Rail station

Opinions From the Citizens Panel Survey

- 1 85% of respondents named traffic congestion as one of the three worst things about living in Cambridge.
- 2 26% of respondents considered that reducing traffic was the single greatest improvement that could be made to Cambridge.
- 3 83% of car users and 45% of bus users say that it has got harder to move around Cambridge in the last 5 years.
- 4 94% would support better public transport facilities.
- 5 59% would support more restrictions on motor vehicles in the City Centre.
- 6 56% would support reduced parking levels in new developments in areas with good public transport.

What do you think?

.02

Traffic and parking problems regularly top the list of things of most concern to people who live in, work in or visit Cambridge. The daily experience for many is congestion, delay, pollution and some danger. Journeys to work by car, especially from the surrounding area, account for much of the congestion at peak times. Congestion and the pollution it generates now poses a threat to the prosperity of the city as well as to its air quality.

Accordingly, planning for transport in Cambridge poses two main challenges.

- 1 What can be done to reduce the congestion and the problems it brings such as air pollution?
- 2 In tackling congestion, how do we ensure that the places people want to get to are accessible to everyone, especially people without cars or who find walking or cycling difficult or impossible.

Here are some key issues on which we want your views.

TR1. Should the Plan encourage development where the need for travel, especially by private car, will be reduced? This could include building more homes in the City where they will be closer to jobs and encouraging businesses to set up where there is good potential for public transport such as in the City Centre, the railway station and on the main radial roads.

TR2. How should we deal with the need to get access to major new areas of development? For example, if Addenbrooke's Hospital expands and more houses are built on the southern side of the City, how do we get people into and out of the area, or if Cambridge Airport to the east were to be developed or if Cambridge University expand onto the land between Huntingdon Road and the M11?

TR3. In planning for development and transport, should a higher priority be given to certain groups, e.g. pedestrians, and means of transport, e.g. buses, than to others such as private cars and service vehicles?

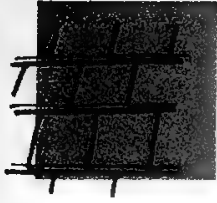
TR4. What part do new forms of public transport have to play? Is there a place for trams and guided buses and, if 'Yes', what can be done to encourage them?

TR5. Is there a case for a Workplace Parking Levy to reduce the amount of commuter car traffic? A levy on each parking space at places like office blocks would encourage employers to reduce the number of spaces and provide money for investment in better public transport.

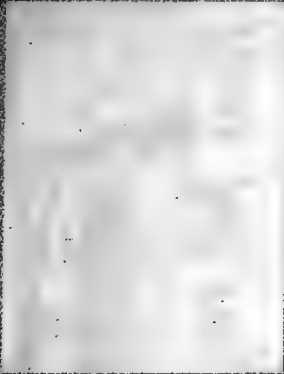
TR6. How much parking should be provided when new houses, businesses and other developments are built and should this be related to the accessibility of a site by walking, cycling and public transport? It can be argued that if fewer spaces are provided there will be less traffic, though people may just park on street. This is particularly important if we encourage more dense development.

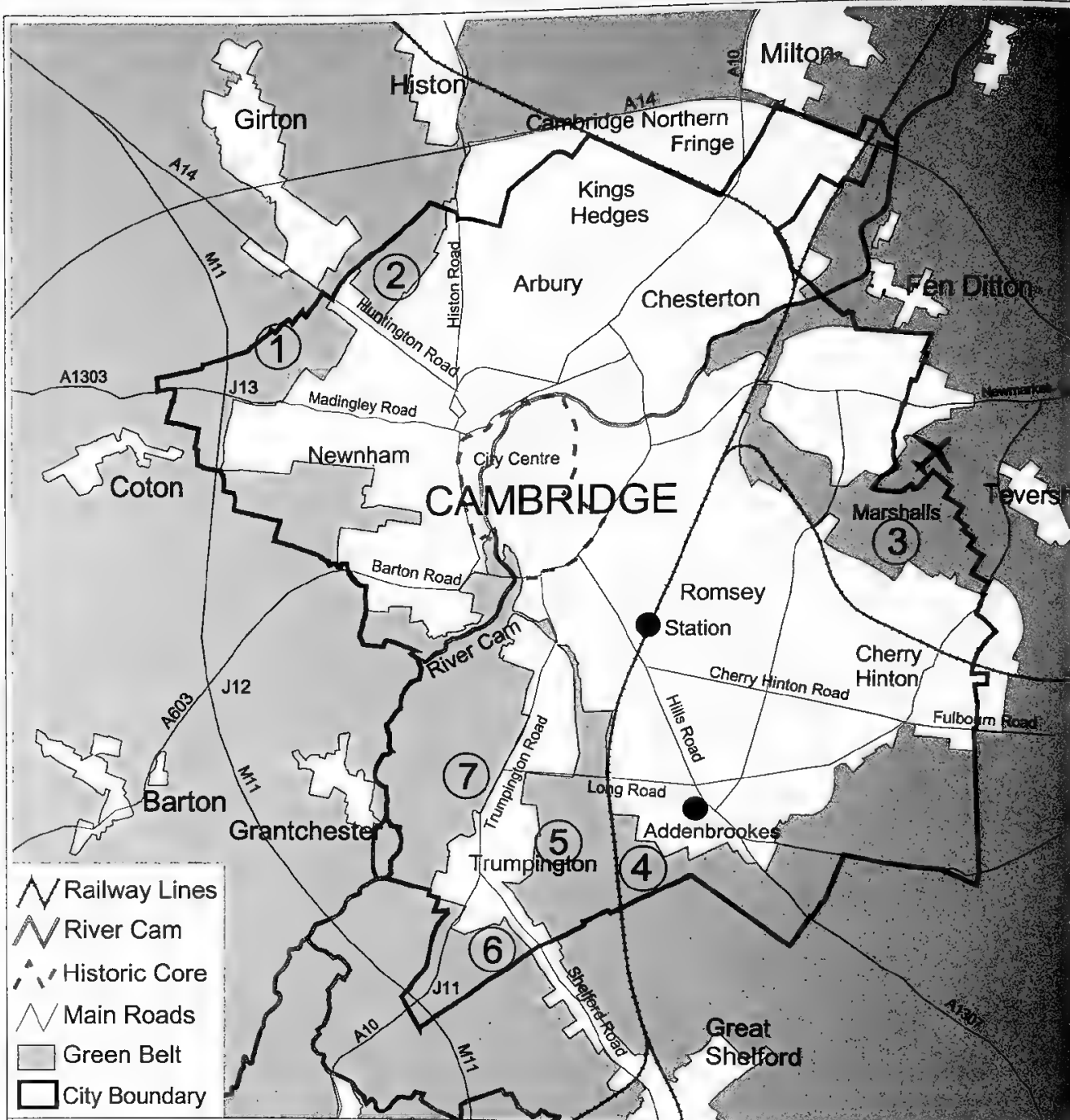
Getting the right answers to these questions can help tackle Cambridge's traffic problem by reducing unnecessary travel and encouraging people to use alternatives to the private car.

A14 from Ditton



Housing - Chapter 5





Possible Development Areas (Showing Likely Land Uses)

- ① **NORTH WEST CAMBRIDGE**
Cambridge University Expansion, Housing, Research & Development
- ② **HUNTINGDON ROAD / NIAB**
Housing
- ③ **CAMBRIDGE AIRPORT / MARSHALLS**
Housing, Research & Development, Other Employment, Shopping, Leisure
- ④ **LANDS ADJOINING ADDENBROOKE'S HOSPITAL**
Health, Housing, Research & Development
- ⑤ **CLAY FARM / SHELFORD ROAD**
Housing
- ⑥ **HAUXTON ROAD / SHELFORD ROAD**
Housing
- ⑦ **TRUMPINGTON ROAD**
Housing



Map 2:

Possible Development Areas On The Edge Of Cambridge

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Drawn By: James Wilson

Section / Department:
Policy & Projects, Environment & Planning

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Housing - Chapter 5

Facts

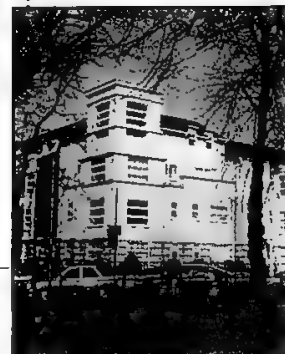
01

- 1 In 1999 there were 44,234 dwellings in Cambridge.
- 2 In June 1998 there was capacity for around an extra 1,600 dwellings in Cambridge to 2016, without building on part of the Green Belt (not counting outstanding commitments and sites already allocated).
- 3 Around 4,800 households in Cambridge are in unsuitable housing and cannot afford to buy or rent on the open market.
- 4 Average house prices in Cambridge increased by 29% between 1999 and 2000, from £123,000 to £159,000.
- 5 In the year 2000/2001, 100% of new dwellings were built on previously developed land.

Opinions From the Citizens Panel Survey

- 1 53% of respondents named the cost of housing as one of the three worst things about living in Cambridge.
- 2 65% of respondents think that no development should occur within the Green Belt whilst 31% think that parts of it could accommodate development.
- 3 58% of respondents think that the idea of converting Cambridge Airport into a major new neighbourhood should be supported whilst 32% would not encourage it.
- 4 44% of respondents gave a high priority to the building of one major new neighbourhood on the edge of the City, 42% gave a high priority to building more housing within the City at higher densities, 37% gave a medium priority to building housing in several locations on the edge of the City and 68% gave a low priority to building houses on open spaces within the City.
- 5 53% of respondents gave a high priority to the building of more small houses and flats
- 6 44% of respondents would favour the City Council seeking more than 30% of land in developments for affordable housing, whilst 45% think a 30% contribution is the right figure.

What do you think?



Petersfield Mansions

For many people their ideal house would be close to work, shops and services, in good repair, large enough to accommodate everyone in the family and be affordable. However, achieving this ideal is becoming impossible for an increasing number of those who live or would like to live in Cambridge. The high house prices mean that many are forced to live elsewhere in Cambridgeshire where house prices are cheaper and commute in each day, often by car, and which leads to traffic congestion in Cambridge. There is growing evidence that it is leading to a shortage of staff in a number of occupations in Cambridge which are essential to the operation of the city. The City Council has commissioned a study to examine the extent of this problem which will be reporting later this year.

House prices are high in Cambridge because there are not enough houses in and close to Cambridge to satisfy demand. Demand is high because Cambridge is prosperous, has a successful growing economy, an attractive environment and is a pleasant place to live.

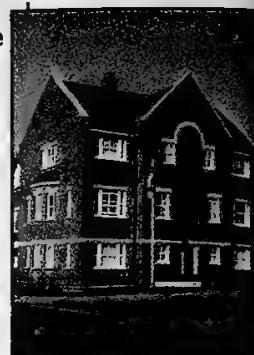
Regional Planning Guidance for East Anglia to 2016 states that provision for 2,800 new homes a year needs to be made in the Cambridge sub-region by 2006 at the latest. Policy 22 states that within the Cambridge sub-region, the two highest preferences for the location of land for housing and related development are:

- 1 within the built up area of Cambridge subject to capacity and environmental considerations; and
- 2 on the edge of the built up area of Cambridge, subject to a review of the Green Belt.

The Structure Plan Review 2001⁴ states that to 2016, land for 22,000 new homes must be found in the Cambridge sub-region, taking existing allocations and other sources of supply into account. It proposes that somewhere between 5,500 and 14,500 of these houses could be accommodated within Cambridge or on part of its Green Belt. Neither of these figures can be accommodated without more land for housing being found and it is likely, given the content of Regional Planning Guidance, that there will be a substantial allocation of this housing to Cambridge.

Accordingly, planning for housing in Cambridge poses two main challenges:

- 1 What can be done to provide more housing in the City and where should it be located?
- 2 In providing more housing, what can be done to make it more affordable?



Tenison Road

⁴Review 2001 -
Cambridgeshire County
Council, February 2001

Here are some key issues on which we want your views:

HO1. Should the Plan encourage higher densities close to the City Centre and in other locations with good public transport accessibility and lower densities elsewhere?

HO2. Map 2 identifies areas of the Green Belt where it may be possible to accommodate development. Which areas would you support and which would you oppose? Would you favour a number of development locations on the edge of the built up area or would you favour the creation of one major new neighbourhood? Are there any other areas which should be considered for development that are not shown on Map 2?

HO3. Should the Plan seek to increase the proportion of purpose built flats and small houses in new developments, and of converted flats; in order to allow more people to be able to afford to live in Cambridge?

HO4. In your opinion, what would be a suitable balance between affordable housing and general market housing on development sites in order to create a sustainable social mix and maintain financial viability? (For example the balance could be 30% affordable and 70% open market). Should the threshold for seeking such affordable housing provision be reduced from sites of 1 hectare or above to include smaller sites?

HO5. Should the Plan encourage major employers like Addenbrookes, and the Universities to build housing for their own staff as well as for their students? Should this be done in tandem with any proposals for expansion of their facilities?

HO6. Should the Local Plan encourage or require the provision of housing affordable to staff who are essential to the operation of Cambridge, but who do not earn enough to buy or rent suitable property on the open market in Cambridge and are not in sufficient housing need to qualify for access to social rented housing? Should such housing provision be additional to or replace part of the normal element of affordable housing on qualifying sites?

HO7. How can the Local Plan best ensure that development opportunities within the existing built up area are developed before those on greenfield sites as is required by government guidance?

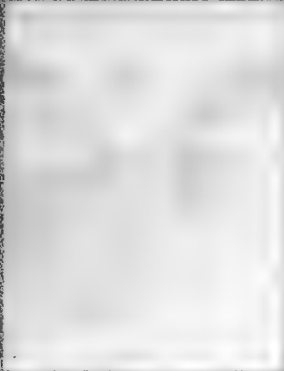


Chesterton Sidings



The Natural Environment

Chapter 6



The Natural Environment - Chapter 6

Facts

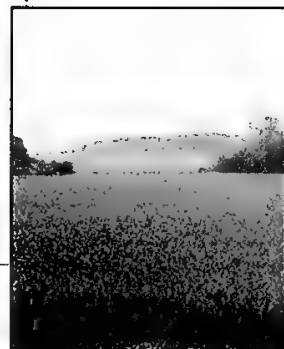
6.01

- 1 Cambridge has 267 hectares (660 acres) of public open space, including 93 hectares of Commons.
- 2 There are 2 sites of Special Scientific Interest at Cherry Hinton Pit / West Pit and at Travellers Rest Pit, off Huntingdon Rd.
- 3 There are three Local Nature Reserves; Paradise, East and West Barnwell and Lime Kiln Hill.
- 4 There are 131 City Wildlife Sites in the existing Local Plan of which 61 no longer satisfy the City criteria for designation. 10 new sites of wildlife interest have been identified.
- 5 The Cambridge Green Belt is drawn tightly around the built up area.

Opinions From the Citizens Panel Survey

- 1 56% of respondents named its attractive environment as one of the three best things about living in Cambridge. 51% named its parks and other open spaces and 31% its historic buildings.

What do you think?



Gog Magog Hills

6.02

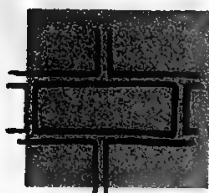
Cambridge is a green city characterised by extensive areas of open space which penetrate deep within the built up area. Its air quality is good and the condition of the River Cam is fair. A recent study of open spaces currently protected from development by Local Plan Policy NE6 showed that our protection of open space may need to be strengthened and made more comprehensive.

The challenge is how this healthy environment and green structure can be protected, improved (especially in relation to biodiversity), and added to whilst still accommodating growth.

Here are some key issues on which we want your views.

- | | |
|------|--|
| NE1. | Could the existing Local Plan designations of the various types of green spaces in Cambridge be simplified without weakening the protection offered to them by the plan? |
| NE2. | Should all environmentally important open spaces be protected, including for example the grounds of schools and colleges? |
| NE3. | What importance should be given to enhancing biodiversity? How can this best be achieved through the Local Plan and the operation of the development control system? |

- NE4.** Which of the following purposes of the Cambridge Green Belt do you feel is most important: checking the outward growth of the city, preventing its merger with neighbouring villages, safeguarding the countryside from development or preserving the setting and special character of Cambridge as a historic town?
- NE5.** What other roles should the Cambridge Green Belt fulfill? Which areas of the Green Belt are the most important to the natural environment of the city?
- NE6.** If large or major urban extensions are to be added to the built up area of Cambridge involving a loss of land which is currently Green Belt, should a significant proportion of the land so released be reserved for the creation of additional public open spaces to add to the green structure of Cambridge? And if so how much?



The Built Environment

Chapter 7



The Built Environment - Chapter 7

Facts

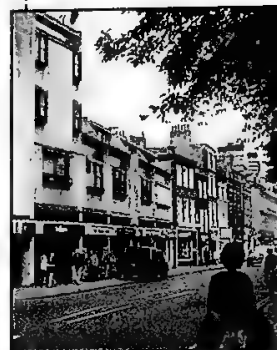
7.01

- 1 Cambridge has almost 1,600 Listed Buildings of which 16% are of grades I and II*.
- 2 It also has 9 conservation areas, 5 ancient monuments and 9 historic parks and gardens.

Opinions From the Citizens Panel Survey

- 1 31% of respondents named its historic buildings as one of the three best things about living in Cambridge.

What do you think?



St. Andrew's Street,
Cambridge

7.02

In the recent past, the biggest challenge facing the built environment of Cambridge has been how best to reconcile the demand for new development with maintaining the historic built environment and character of the city. This will remain very important as redevelopment proposals seek to renew the built fabric of the city often at higher densities than has been the case in the past.

A major new challenge will arise if the decision is taken that some growth should be allowed on what is currently Green Belt land. Some of the proposals for peripheral expansion would create substantial new urban areas and in the case of Cambridge Airport / Marshall's, a whole new quarter of the city. In these cases the Local Plan and supporting planning guidance will have a major role to play in respect of the types of development being proposed, the major land use allocations involved, the density of development, and the quality of designs expected.

Here are some key issues on which we want your views.

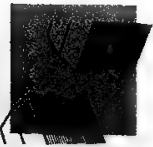
BE1. In Conservation Areas, how important is it for the Council to identify sites which can be developed without harming the character of the area? Should the Local Plan include policies and proposals about the form which new development should take or should this be left to separate planning guidance?

BE2. Are new Conservation Areas needed and if so where?

BE3. How can the Local Plan best reconcile the need for high density development within Cambridge with the protection of local character and amenity? Should the City Council carry out local character appraisals for areas outside the Conservation Areas to help guide the form of new development? Which areas need such appraisals most?

BE4.	Should buildings which are not quite of sufficient quality to be listed, and yet which are important to the architecture and history of a locality be protected from development and significant alteration?
BE5.	How can private gardens which have landscape, wildlife or historic value best be protected from development which would harm that value?
BE6.	Map 2 identifies areas of the Green Belt where it may be possible to accommodate development. What guidance should the Local Plan give concerning the form, layout and design of urban extensions on land which is currently Green Belt?
BE7.	How can the City Council best ensure a high standard of design quality in such urban extensions and what scope is there to ensure that they are designed and built to minimise water and energy use?

Employment - Chapter 8



Employment - Chapter 8

Facts

8.01

- 1 Services are the predominant sector of the local economy (1997 figures), with 27% of jobs in the education sector, 13% in distribution, 12% in health 11% in other business services, and 7% in manufacturing.
- 2 The growth sectors of the local economy include hotels and catering, computer consultants, research and development, distribution and other business services. The main sector in decline was manufacturing.
- 3 Between 1996 and 2000 there was a loss of 29,748 square metres (sqm) of industrial floorspace, and gains of 64,971 sqm of research and development space and 11,318 sqm of office space.
- 4 2% of industrial stock was vacant in 2000, equivalent to a 2 year land supply.



St. John's Innovation Centre

Opinions From the Citizens Panel Survey

- 1 53% of respondents would actively encourage more jobs in research and development (R&D), and 48% in the information, communications and technology sector (ICT). Respondents think more jobs should be allowed in retail (49%), tourism (48%), general office (39%) and manufacturing (36%).
- 2 35% of respondents think that general offices should be actively discouraged and 31% retail warehouses.
- 3 72% of respondents think that present restrictions on the development of office space in the city centre should continue.
- 4 Males are more likely than females to favour the R&D, ICT, and manufacturing sectors. Females are more likely to favour retail (shop and warehouse) and general office sectors.
- 5 Part time workers and older workers favour the retail (shop and warehouse) sector and full time and younger workers the scientific research and ICT sectors.
- 6 The proportion in favour of encouraging scientific research and ICT increases according to social class; the opposite is observed for manufacturing and shop retail.

What do you think?

8.02

The existing Local Plan policies towards employment favour the selective management of growth of certain sectors of the economy particularly in the fields of scientific research and development. The reasons being to build on the existing special strength of Cambridge in these areas, to restrain population growth and commuting and to reserve scarce land, infrastructure and labour for uses that need to be in Cambridge and who could not operate elsewhere. The plan seeks to restrain sectors of the economy such as general offices and warehousing who often do not need a Cambridge location or which need a lot of land, generate a lot of traffic and / or provide few jobs.

This approach has received the endorsement of government in the new Regional Planning Guidance for East Anglia to 2016 (RPG), which accords well with the development of a Cambridge cluster of knowledge driven industries and research facilities.

But Cambridge is also the centre of a sub-region which looks to it to provide jobs and services and to which it has comparatively good public transport links. Furthermore some Cambridge residents prefer to seek work in the general office, manufacturing and retail sectors. There may therefore be a case for allowing some general office development in limited parts of the City which have the best public transport connections as well as seeking to protect the best part of the existing stock of industrial sites for continued employment use and from change of use to residential.

Accordingly, planning for employment in Cambridge poses two main challenges.

- 1 How can we make sure that the employment needs of all of the residents of Cambridge are provided for in the Local Plan as well as continuing the policy of the selective management of growth?
- 2 In what locations should future job growth be concentrated and should the best employment sites be protected from changes of use?

Here are some key issues on which we want your views.

EM1. If large or major urban extensions are to be added to the built up area of Cambridge primarily for residential development, should these also include land for employment development? Which of the possible development areas indicated on Map 2 would be most suitable and why? Should their development be phased so that it proceeds in tandem with the residential development?

EM2. Should the Plan continue to favour the selective management of growth in the local economy? What is the scale of growth which could be accommodated in Cambridge?

EM3. In the interests of providing employment for all and to make the most of the good public transport accessibility of parts of the city, should the Plan allow some general office development in particularly accessible locations such as the area around and between the rail station and bus station? If yes, should this be subject to there being no provision for commuter car parking and investment in public transport improvements?

EM4. Should some or all of the existing industrial estates be protected for continued industrial use and if so which?

EM5. Should the Local Plan be requiring more mixed use developments including such uses as residential, employment, leisure, hotel and retail on the same site?





Community Services - Chapter 9



Community Services - Chapter 9

Facts

- 1 There were 6,867 primary school pupils, 4,259 secondary school pupils and 3,975 independent school pupils in 1999.
- 2 Addenbrooke's Hospital is the main local hospital for the Cambridge sub-region (with the exception of Huntingdon). It is also a regional specialist centre for East Anglia, a centre of clinical education and an important centre of biomedical research.



Education

Opinions From the Citizens Panel Survey

- 1 77% of respondents thought that any future expansion of Addenbrooke's should meet local health care needs. 43% that expansion should allow for improved medical teaching facilities, 35% for the relocation of specialist heart services from Papworth, and 29% for a new biomedical science park. 16% of respondents thought that there should be no further expansion.

What do you think?

02

Everyone wants access to good community services whether they be schools, health centres and hospitals, community halls, places of religious worship or childcare facilities. Their location, accessibility and quality are key quality of life issues and are important in fostering healthy, prosperous and sustainable communities. As might be expected it is the larger facilities and those which have the widest catchment areas which pose the greatest challenges, the prime example of which is Addenbrooke's Hospital.

Addenbrooke's NHS Trust has set out a vision for the future of the hospital site to 2020¹. In essence this seeks to provide health care for the growing population of the Cambridge sub-region, allow for the possibility of relocating specialist heart and chest services from Papworth Hospital, provide for growth in biomedical research and development including a possible associated commercial biomedical science park, expand its clinical teaching role, and provide housing for its own staff. This vision could only be realised through the release of land from the Green Belt between Addenbrooke's existing site and the railway line to the west the general location of which is identified on Map 2 (although this also represents other possible housing sites in the area).

¹ Addenbrooke's - The 2020 Vision, 1999 and 2001

Planning for community services in Cambridge poses two main challenges:

- 1 Reconciling the growth of Addenbrooke's with the need to protect the amenity of local residents, improve the local environment, minimise traffic congestion, and maximise accessibility by public transport.
- 2 Ensuring the protection of existing Community services and ensuring appropriate new provision to provide for the needs of a growing population.

Here are some key issues on which we want your views.

CS1. How can the Local Plan enable the growth of Addenbrooke's whilst protecting local amenities? How can it ensure that such growth is sustainable? Are there any alternatives to all or part of the proposed Addenbrooke's 20/20 Vision for the site?

CS2. If development proceeds on any of the possible development areas identified on Map 2, how can the Local Plan ensure the provision of a new community services, and the improvement of existing services to meet local and city needs?

CS3. Which community services are currently poorly provided in all or parts of Cambridge? Is there scope for provision to be improved through the allocation of land in the Local Plan and through developer contributions?





Recreation and Leisure

Chapter 10



Recreation and Leisure - Chapter 10

Facts

0.01

- 1 Planning permission has been granted for a Leisure Park on the Cattle Market site, including a multiplex cinema and bowling alley.
- 2 There has been a trend for an increase in large scale pubs in the city centre.
- 3 There are an adequate amount of sports pitches to meet overall demand, but many of these are owned by the colleges and are not in secure public use.



Downing College

Opinions From the Citizens Panel Survey

- 1 Parks and Open Spaces are the second most popular positive features cited by the residents in the Citizens Panel Survey (51%).
- 2 The 1999 City Centre User Survey revealed that about half of young people believe there is not enough for them to do in the city centre in the evenings.
- 3 In a City Centre Leisure Survey the three most wanted facilities in Cambridge were Ten Pin Bowling, an Ice Rink and an Indoor Entertainment Arena.

What do you think?

0.02

There is a limited amount of land available for development in Cambridge to meet all needs including that arising from a demand for more leisure facilities. Wherever possible new leisure facilities should be located in the city centre to strengthen its attraction and to reflect its good accessibility particularly by public transport. But there is a shortage of development opportunities and land available for development. There may be a need to consider some large scale facilities outside the existing built up area to meet the leisure needs of Cambridge and its sub-region.

The demand for housing in Cambridge and the shortage of land available for development can lead to proposals to develop existing playing fields and allotments for residential and other uses.

Cambridge is well provided with open space, but provision is uneven and there is much scope for improvements and making better use of existing spaces. New developments can contribute through financial contributions and on site provision for larger developments.

Open spaces used for recreation are currently protected by Policy NE6 in the Natural Environment chapter. Separate policies are needed to ensure that sites with recreational importance are protected for that reason alone as well as for any environmental importance they may have. Vacancy levels in allotment sites are falling, but some are still underused.

10.03

Planning for recreation and leisure in Cambridge poses two main challenges.

- 1 How best to provide for the leisure and recreation needs of a diverse community.
- 2 Finding the sites to provide additional leisure facilities.

Here are some key issues on which we want your views.

RL1. How could the needs of Cambridge residents for new leisure facilities best be met ? Where should new provision be located?

RL2. Should more indoor sports provision be encouraged?

RL3. Should floodlighting to enable more intensive use of existing sports pitches be encouraged?

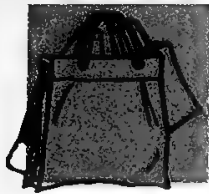
RL4. How much open space should be included in new housing developments?

RL5. Should all playing fields continue to be protected from development? Would development sometimes be acceptable if replacement provision were to be made?

RL6. Where there are allotments with ongoing high vacancy levels what should the priority be for their alternative use between another open space use, or for residential, employment, leisure or community use?

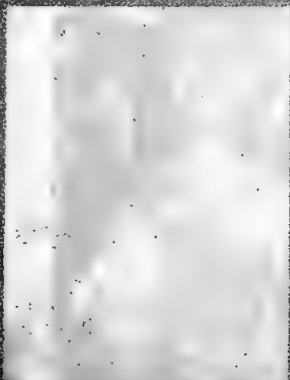
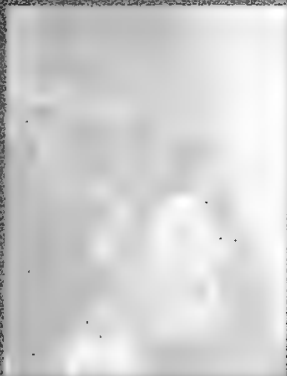
RL7. Should there be more places to eat and drink in the City Centre? Does it make a difference how large such outlets are?





The City Centre / Shopping

Chapter 11



The City Centre / Shopping - Chapter 11

Facts

1.01

- 1 The city has a large catchment area, from Wisbech to Royston and Huntingdon to Bury St Edmunds and has a major trade draw for comparison shopping.
- 2 Nationally Cambridge ranks alongside other higher order centres such as Hull and Bristol which have a much higher population.
- 3 Cambridge has: 144,390sqm of retail floorspace in the Central Area, 44,370sqm of retail warehouse floorspace, and 228,120sqm total retail floorspace (convenience and comparison).
- 4 The City centre has a low vacancy rate of 2%.
- 5 Planning permission has been granted subject to a legal agreement, for the new Grand Arcade city centre shopping scheme. This will comprise an additional 24,229 sqm net sales area. A proposed extension to the Grafton Centre will add 5,472 sqm of retail space.
- 6 ASDA are to take over the former Pioneer store at the Beehive Centre, Waitrose have opened in Trumpington and both Sainsburys stores have been extended. Planning permission has been granted for another large food store on the former Gas Works site. The Tesco store at Milton is to be extended.



Opinions From the Citizens Panel Survey

- 1 11% of Citizens Panel Survey respondents named the easy access to shops as one of the three best things about Cambridge as a place to live.
- 2 27.1% of those interviewed in a shopping survey liked Cambridge because of the good range of shops it offers. 21.5% visit Cambridge on a weekly basis for food shopping and 28.2% for non-food shopping.

What do you think?

1.02

Cambridge is a shopping success story, having very low vacancy rates in the city centre, a queue of retailers wanting representation, and a pleasant shopping environment. The City Council supports the active management of the city centre which includes a CCTV system.

The preliminary findings of a study in progress by C.B. Hillier Parker states that there is no scope for further convenience goods⁶ floorspace in Cambridge and that existing demand for durable⁷ goods floorspace would be met by existing commitments such as the Grand Arcade, Grafton Extension, and the CO-OP redevelopment.

⁶Such as foodstores.

⁷Such as shops selling clothes and furniture.

Notwithstanding this, there may be additional retail opportunities associated with mixed use schemes combining leisure and recreation development to add to the attraction of the city centre if land were to be become available. Some additional shopping provision to meet local needs may be required in relation to the possible areas for development shown on Map 2 if any of them are developed.

There are 26 local shopping centres in Cambridge which provide convenience shopping close to home which are particularly important for those without access to a car or who have other mobility difficulties. There has been an ongoing trend for the retail function of local centres to decline and for shops to be replaced with hot food take aways, cafes, restaurants, and local offices.

The main challenges in planning for the City Centre and shopping are how to ensure the continued success of the City Centre and what can be done to ensure the continued health of local shopping centres.

Here are some key issues on which we want your views.

- | | |
|-------------|---|
| SH1 | What do you like most and least about the City Centre? |
| SH2. | Do we need to provide for additional comparison and convenience shopping floorspace above that already existing and committed? |
| SH3. | Should the Local Plan encourage a retail element in city centre mixed use schemes primarily intended for leisure and recreation development? |
| SH4. | Should the Local Plan require an appropriate scale of local shopping provision if any of the possible development sites shown on Map 2 are developed? If one large scale urban expansion proceeds what type and scale of shopping provision should it have? |
| SH5. | Should the Local Plan continue to restrict changes of use from retail shops (Class A1), to local offices such as banks and estate agents (Class A2), and restaurants, hot food take aways and bars (Class A3)? Should the city centre and local shopping centres be treated differently? |



Petty Cury, Cambridge



Higher and Further Education Chapter 12



Higher and Further Education - Chapter 12

Facts

2.01

- 1 There were 22,630 students in Cambridge in 1998/99 (16,476 at Cambridge University, 5,076 at APU and 1,078 at Homerton College).
- 2 Student numbers at Cambridge University are forecast to increase by 0.5% a year for undergraduates and by 2% a year for post graduates to 2010/11.
- 3 There has been a 74% increase in short term contract staff since 1991, equivalent to 13.4% per year and a 0.9% increase in other staff. Student numbers at APU are also increasing but at a slower rate averaging 1% per year over the last 5 years.
- 4 The number of language students visiting Cambridge has been declining over the last few years.



Opinions From the Citizens Panel Survey

- 1 19% of respondents thought that the Universities were one of the three best things about Cambridge as a place to live.
- 2 46% of respondents thought that if redevelopment opportunities arise vacated city centre university buildings should provide facilities for community use, 44% for housing, and 43% new education and training facilities.

What do you think?

Students make up about 20% of the population of Cambridge and the universities are major landowners, employers and generators of employment in Cambridge. Both universities are affected by the high cost of housing in Cambridge, which is affecting their ability to recruit and retain staff.

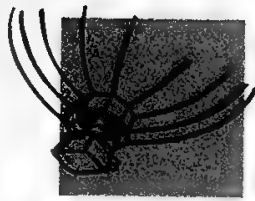
Cambridge University

2.02

Regional Planning Guidance sees Cambridge being developed as a world leader in higher education, research and knowledge based industries. In order to facilitate this growth, the University has recently launched a consultation on its long term development needs over the next 25 years. It believes that the existing Local Plan land allocations are insufficient to accommodate these. The University are therefore proposing a major expansion in North West Cambridge to provide at least one new undergraduate college and two post graduate colleges, housing for University staff, housing for sale, academic space, research and development space, community facilities, public open space, and park and cycle areas. This area is shown on map 2.

Other planning issues focus more on the central sites of the University, which may no longer be needed for their original use as its West Cambridge site is developed.

There are strong economic arguments why the Local Plan should support the academic growth of the University and associated academic and commercial research.



Tourism - Chapter 13



Tourism - Chapter 13

Facts

3.01

- 1 Over 4 million visitors come to Cambridge every year.
- 2 Tourism generates over £260 million business per year and supports 8% of all jobs.
- 3 Just under half of visitors come from the UK. Over half of all visitors arrive by car, and over two thirds of day visitors.
- 4 There are 2,250 serviced bed spaces in Cambridge. Occupancy rates can reach nearly 90%.

Opinions From the Citizens Panel Survey

- 1 85% of residents in a 1997 Survey considered tourism to be important or very important to the economy of Cambridge. 77% agreed that tourism creates parking problems and congestion in Cambridge.
- 2 70% of visitors in 2000 liked the Colleges and Buildings, and 25% disliked Cambridge traffic and parking.
- 3 30% of Citizens Panel Survey respondents thought that the arts, cultural and entertainment facilities were one of the three best things about Cambridge as a place to live and 3% of respondents that they were one of the three worst things about Cambridge. 64% of residents would like to see more jobs in tourism.

What do you think?



Cambridge Market Square

3.02

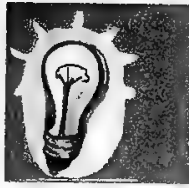
Cambridge is a beautiful historic city, which attracts tourists from across the world. Their spending creates jobs in visitor attractions, shops, hotels and other service industries and also improved facilities for both residents and visitors alike. But tourism does add to road and pedestrian congestion particularly in the city centre and the environmental impact of coach parking can be locally important. A Draft Tourism Strategy has been prepared which is to be delivered through a wide partnership of interested parties.

There are three key issues on which we want your views:

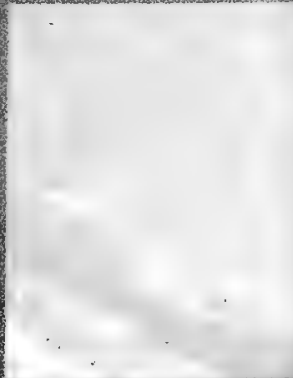
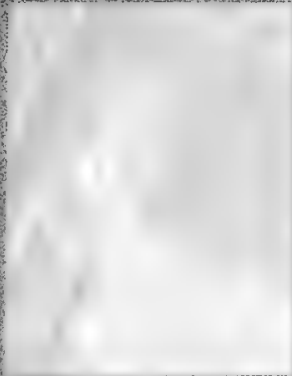
- TO1. Are more hotels required, and if so where could they be located?
- TO2. Should more changes of use from residential to guest houses be allowed? Should existing Guest Houses be protected?
- TO3. Should more visitor attractions be encouraged, particularly an interpretation centre?



The River Cam



Utility Services - Chapter 14





Utility Services - Chapter 14

4.01

Cambridge cannot function without effective services to provide it with clean water, drainage, flood defences, sewage disposal, electricity, gas, telecommunications, postal services, waste disposal and recycling, and emergency services. As the population of the city grows there is likely to be a need for additional sites to be found to provide these services. Some existing sites may become surplus to requirements and new uses will be needed for them.

Cambridgeshire County Council are responsible for preparing a Waste Local Plan for the handling of waste which includes a proposal for the Anglian Water Sewage Works site to be partly used as a waste management facility. This could include its use for the generation of energy from waste.

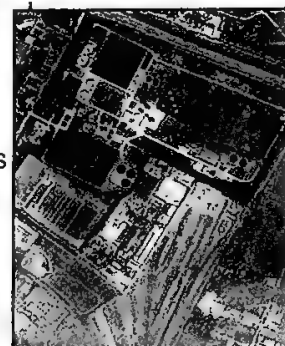
Here are some key issues on which we want your views.

US1. What factors should be taken into account in preparing a Local Plan policy for telecommunications masts?

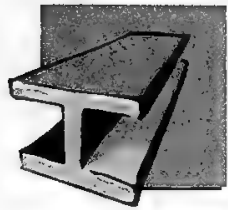
US2. Should waste recycling and possibly the generation of electricity from waste take place within Cambridge (possibly on the Anglia Water Sewage site), or should it be done outside the city boundary?

US3. What changes to the provision of Utility Services in Cambridge will the Local Plan have to take into account over the period to 2016? Will new sites have to be allocated for them in the Local Plan?

US4. What practical measures can the Local Plan take to make the provision of Utility Services more sustainable? For example in regard to their location and the generation of power from wind and the sun?



Sewage Treatment Works



Getting Things Done - Chapter 15





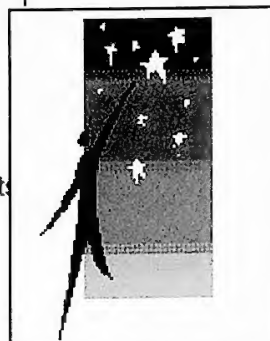
Getting Things Done - Chapter 15

Developer Contributions

5.01

Private investment decisions concerning the development of land can impose costs upon the public purse arising from the resulting need to improve transport infrastructure, provide additional school places and other community facilities, and to meet the open space needs of the larger community. The government allows the City Council to either require developers to provide these facilities direct or to reclaim the costs of their provision from the developer subject to an appropriate policy being included in the Local Plan.

The City Council is currently developing a city wide infrastructure strategy, which will enable developments to contribute to meeting the infrastructure needs of the city and particularly in relation to improvements in public transport. This will be based upon current practice which in the financial year 1999/2000 saw contributions of £9,000,000 being negotiated for travel and transport infrastructure improvements in the city such as the Trumpington Park and Ride site and a new cycle/pedestrian bridge across the railway at Coldham's Lane. A wider study into how the infrastructure needs of the Cambridge sub-region can be met is also currently underway which will have implications for our own strategy.



Format of the Local Plan

5.02

The government wants new Local Plans to be clear, succinct and easily understood. We would welcome your views on how the next Local Plan could be written and presented.

5.03

Here are some key issues on which we want your views:

GD1. How should the on and off-site infrastructure requirements arising from developments best be identified, quantified, and provided?

GD2. What ideas do you have for making the Local Plan clear, succinct and easily understood?





Glossary

Affordable Housing - means both low cost market or subsidised housing that will be available to people who cannot afford to rent or buy houses generally available on the open housing market.

Allocation - Land identified in the Local Plan for a certain use e.g. residential development.

Biodiversity Action Plan - considers nationally rare and declining species and habitats and sets out a series of actions to help conserve them at local level.

Cambridge Green Belt - the main aim of the CGB is to preserve the special character of Cambridge and to maintain the quality of its setting. It has five other aims including one to control the urban expansion of Cambridge and another to prevent the coalescence of settlements.

Clusters of Growth - A collection of companies or linked organisations from the rapidly growing fields of business or scientific research which benefit from their proximity to each other, a skilled labour pool, an academic centre of excellence and supporting specialised legal, financial and other services. Clusters can be geographically separate or overlapping.

Community Strategy - aims to enhance the quality of life of local communities by setting aims and objectives to improve the economic, social and environmental well-being of an area and its inhabitants. It will be delivered through a strategic partnership of interests including the City Council.

Conservation Area - An area having special architectural or historic interest which merits its protection and improvement.

Development - Development is defined in Section 55 (1) of the Town and Country Planning Act 1990 as 'the carrying out of building, engineering, mining and other operations in, on, over or under land, or the making of any material change in the use of any buildings or land.

Developer Contributions - See Planning Obligations.

Deposit Local Plan - A version of the emerging Local Plan, which the Council wishes to adopt as the statutory Local Plan. Representations on its contents are invited. An independent Inspector appointed by the Secretary of State for the Environment, Transport and the Regions will consider formal objections.

Energy Efficiency - reducing the unnecessary use of energy in order to reduce the emission of greenhouse gases such as Carbon Dioxide and Methane and save costs.

Housing Needs Survey - A survey which estimates within a local authority area the number of households who are in housing need and the number of households with special needs and their specific requirements.

Knowledge Driven Sector - The sector of the economy which includes high technology companies, and research and development organisations in such fields as biotechnology, computing, software, telecommunications and others.

LA21 Strategy - a programme for achieving sustainable development and tackling environmental issues in a local area such as Cambridge.

Listed Building - The Secretary of State for Culture, Media and Sport compiles a list of buildings of 'special architectural or historic interest'. These buildings are usually known as 'Listed Buildings'. They include a range of structures from the remains of Roman buildings to offices built in the 1970's, and from lampposts to castles. Cambridge alone has over 1500 Listed Buildings.

Local Transport Plan - A five-year programme of transport policies and proposals prepared by Cambridgeshire County Council.

Mixed use Development - Development which has a range of uses built together to reduce the need to travel and make efficient use of land.

Planning Obligations - A legal agreement entered into by an applicant with any other person with a legal interest in the land and the Local Planning Authority, when making an application for planning permission. This will ensure that they have to undertake certain requirements to enable the development to take place.

Previously Developed Land - is land, part of which is or was previously occupied by a permanent structure and so including gardens. Also known as brownfield land.

Regional Development Agency - A regional body established in April 1999 to improve the regional economy by improving existing industry, economic infrastructure as well as attracting new business and investment to the area. The regional agency for Cambridge City is the East of England Development Agency (EEDA).

Regional Planning Guidance - Regional policy guidelines for East Anglia issued by the Government Office for the East of England outlining a regional development framework with policies and targets.

Structure Plan - Plan prepared by Cambridgeshire County Council which sets out strategic policies to guide development within the County.

Supplementary Planning Guidance - Non-statutory planning guidance which complements development plans and government guidance. It is a material consideration when determining planning applications.

Sustainable Development - New development that does not compromise the ability of current and future generations to enjoy a better quality of life.

Workplace Parking Levy - A local tax on parking places at work to provide funding to improve public transport.

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